

BRAVE GIRL HURT SAVING A LIFE.

Snatched Aged Mrs. Goldberg from Certain Death Under a Cable Car.

MADGE SMITH A HEROINE.

Her Left Leg and Side Lacerated by Being Thrown Against a Heavy Coal Wagon.

FAINTED FROM PAIN OF INJURIES

No Bones Broken, but She Will Not Go Shopping Again for a Fortnight, and When She Does It Will Be on Crutches.

Miss Madge Smith, of Philadelphia, is a guest in New York, and such a guest as New York will be quick to appreciate.

This brave girl—she is only eighteen—went out to shop yesterday morning, but instead of shopping she snatched an old woman from impending death under a car, and was helped back to the thankful woman. She was thankful that she had been able to save a fellow creature's life, and second, that she had escaped with her own.

It was about 11 o'clock when Miss Smith, who is staying with Mrs. William R. Simmons, at No. 2009 Lexington avenue, walked down to the corner of One Hundred and Twenty-first street to take a car downtown. An aged woman, who afterward was found to be Mrs. Hannah Goldberg, of One Hundred and Twenty-first street and Park avenue, was waiting there with the same purpose. As a car approached they both moved out toward the tracks.

But just then a diversion was created by a coal wagon, which came clattering along uptown on the wrong side of the street, and bore right down upon them. Mrs. Goldberg screamed and ran into the middle of the downtown tracks, where she slipped and fell, just as the car came clanging along almost on top of her.

The driver of the coal wagon had pulled up his horse in the nick of time to avoid knocking down Miss Smith. The latter gave one quick glance at the prostrate woman and another at the agonized face of the motorman, who could not possibly stop the car in time to avoid crushing Mrs. Goldberg to death; and then she darted in under the horse's head. Dropping her satchel and wrap, she bent over the woman, and with a mighty effort, lifted her clear of the tracks.

Just as she did so the dashboard of the car caught her with a heavy bolt in the side and sent her spinning against the muddy wheel of the wagon. Mrs. Goldberg was not hurt a bit. And Miss Smith, of Philadelphia—well, she tried to smile reassuringly as the older woman, with tears running down her wrinkled face, embraced her tenderly and asked her if she were hurt; but the smile faded away in a look of pain, and a slight whimper broke from her lips when she tried to get up. "She's killed! She's killed!" wailed Mrs. Goldberg. "And the poor girl saved my life!"

But the Philadelphia heroine was not killed. She was carried into a neighboring store, and Dr. Kingman B. Page, of No. 100 East End street, examined her. He found that none of her bones was broken, although her left leg and side were badly lacerated. Miss Smith was assisted to Mrs. Simmons's house, and went to bed. It will be many days, before she does any more shopping, and then she will have to use a crutch.

McKINLEY'S DIPLOMATIC MOVE

Continued from First Page.

and, if entered into, the canal will be built by the Government; if it is denied, probably the waterway between the two oceans will never be built. With this fact well in mind the new Administration is preparing to enter upon its diplomatic task with care and caution but without loss of time.

John Sherman's Views.

No doubt the Senate would have passed the Morgan bill, which provided money for the completion of the canal by the maritime company during the recent session but for a note from Minister J. D. Rodriguez, of Argentina, setting forth that his Government would not accept the bill if enacted.

During the discussion on the question Senator Sherman said:

"I would be very glad to see another treaty made between Nicaragua and the United States which would provide for the completion of the canal."

John Sherman, as Secretary of State, stands by his declaration in the Senate. He desires that the Maritime Canal Company shall first enter into an agreement, abandoning what rights it claims to have under the concession of 1857, and which concession will expire the middle of next month, that it may receive what money it has expended legitimately in undertaking to build the canal. Will that as the first move he will then get down to business and consider a treaty.

The Old Treaty.

The Frelinghuysen-Zavala treaty is to be made the basis of an understanding, with such modifications as may best suit the present time. This treaty was signed December 1, 1884, and was sent by President Arthur to the Senate December 10, accompanied by a strong message recommending its ratification. It was not formally acted upon prior to the inauguration of President Cleveland, March 4, 1885, and one of his first acts was to withdraw it, giving as his reason that it was an entangling alliance and that it was a possible interference with the Clayton-Bulwer treaty.

The abandonment of the Frelinghuysen-Zavala treaty for the first time made public, is as follows:

ARTICLE I.—The canal shall be built by the United States of America, and owned by them and the Republic of Nicaragua, and managed as hereinafter provided.

ARTICLE II.—There shall be perpetual alliance between the United States of America and the Republic of Nicaragua, and the former agree to protect the integrity of the latter.

Articles 3 to 7 enumerate full powers given to the United States. The canal shall follow what may be decided to be the most available route. Nicaragua agrees to give the United States free use of Lake Nicaragua; to furnish free of cost all the spaces necessary to the construction, habitation, use and enjoyment of the canal and for any probable future enlargement thereof; and article 7 provides for setting aside a strip of land half an English mile in width, the middle of the strip to coincide with the center of the canal; and



This Girl Is a Real Heroine.

Miss Madge Smith, of No. 2009 Lexington avenue, who saved Mrs. Hannah Goldberg, an aged woman, from being run down by a car, at the risk of her own life. Mrs. Goldberg escaped uninjured, but her brave rescuer was severely hurt.

other lands shall be set aside if necessary.

ARTICLE VIII.—No Custom House tolls or other taxes or imposition of any sort or kind shall be levied by the Government of Nicaragua upon any vessel passing the canal, their cargoes, stores, passengers, etc. Nicaragua may, however, provide a police system along the line of the canal to keep the peace and to prevent smuggling, the reasonable cost of which shall be a charge upon the revenues of the canal.

ARTICLE IX.—All contracts for construction, etc., may be entered according to the laws of Nicaragua and the provisions of this convention.

Exempt from Taxation.

ARTICLE XI.—The canal, its accessories and dependencies shall be exempt, in peace and war, from taxation.

ARTICLE XII.—All articles necessary for the construction and repair of the canal shall have free import.

ARTICLE XIII.—In and in consideration of the preceding articles the United States of America agree to furnish the money to build said canal and its accessories, including, if found advisable, the railway and telegraph lines, together with all docks, locks, machine shops, machinery, etc.; and shall build and complete the canal without expense to the Government of Nicaragua.

ARTICLE XIV.—The United States shall have exclusive control of the construction of the canal and railway and telegraph line; the management, care and protection of same shall be entrusted to a board of managers, which shall consist of six members, three of whom shall be appointed by the President of the United States and three by the Republic of Nicaragua. This board shall be designated as soon as the canal is ready for trade and shall determine all questions by a majority vote. The chairman of the board shall be one of the members appointed by the President of the United States and designated as chairman by him; and in case of a tie the chairman shall have an additional vote. This board shall be treated with the general executive management of the canal and its accessories, including the levying and collection of all dues and fees. The tolls shall be equal as to vessels of the parties hereto and of all nations, except that vessels entirely owned and commanded by citizens of either one of the parties of this convention and engaged in coasting may be favored. Nicaragua shall receive a portion only of the canal shall pay proportionate tolls and shall pay no toll where the canal shall use any part of any existing navigable waterway.

Use of the Earnings.

ARTICLE XVI.—The proceeds of the canal shall be used:

First.—To the maintenance and improvement of the works, including salaries of managers, officers and employees.

Second.—The balance shall be paid to the two Governments in the following proportions, viz: To Nicaragua, one-third, and to the United States, two-thirds. Liquidation of the accounts of the Board of Managers and payment of balances shall be effected quarterly.

ARTICLE XVII.—The use of all ports during the time of construction is granted free of place of refuge to all vessels having the right to pass the canal.

ARTICLE XVIII.—The United States frankly disavow any intention to in any way seek to impair the independent sovereignty of Nicaragua, or to aggrandize themselves at the expense of any of the sister republics in Central America; but, on the contrary, desire to strengthen the power of free republics on this continent.

ARTICLE XIX.—If, in virtue of any existing treaty between the Republic of Nicaragua and any third power privileges or rights are stipulated in favor of such third power of an inter-oceanic transit way, which may not be compatible with the terms of the present convention, the Republic of Nicaragua engages to terminate such treaty in due form.

ARTICLE XX.—The United States of America engage to begin effective work on the canal within two years from the exchange of ratifications of this treaty, and to complete the canal within ten years after beginning it.

ARTICLE XXI.—All difficulties between the parties hereto shall be submitted to the arbitration of a friendly power.

ARTICLE XXII.—The United States will aid by their good offices. If desired, in securing the union of the five Central American republics under one representative government.

ARTICLE XXIII.—The Government of Nicaragua agrees that the Government of the United States shall be credited with and receive the share of Nicaragua in the net revenues of the canal, to be applied to the payment of the loan of \$4,000,000 which it shall have been extinguished, with interest upon it at 3 per centum per annum; and, fourth, the Government of Nicaragua binds itself to consider this loan until extinguished, together with interest thereon, as a lien upon all rights of Nicaragua in the canal.

ARTICLE XXIV.—Neither of the parties of this convention shall sell or dispose of any part of its interest in the canal. Minister Rodriguez has proven the sincerity of his note to Secretary Olney by remaining in Washington to undertake treaty negotiations.

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GLORIOUS PAST OF GREECE.

Time and Time Again the Ancient Greeks Have Fought Successfully Against Overwhelming Odds.

With what burning words did Byron at the beginning of this century call upon Greece to cast off the shackles with which the Turk had bound her and resume once more her rightful place among the nations of the earth. They were heeded. With the soul-stirring memories of Marathon and Thermopylae, of Salamis, Plataea and Arben in mind, the Greeks, commanded by Marco Bazarzi and Lord Byron himself, succeeded in overwhelming the Turks and achieving a hard-earned independence.

It is a well-defined axiom in war the morale engendered by the justness of the principle contended for frequently nullifies the preponderating forces of an adversary. Nowhere is this more evident than in the history of the Greeks themselves. When in the fifth century, B. C., the horde of Darius and Xerxes successively burst upon southeastern Europe, it was not alone the existence of Greece that was threatened, but the whole progress of human civilization.



tion, as well. This truth is pertinently expressed by Sir Edward Creasy, who says that had the battle of Marathon resulted differently the Persian would be the prevailing language of England to-day.

Of course the Greeks could not foresee the vast consequences which at that time depended upon their heroism, but they knew that they were fighting for their liberties, and that was enough. At Marathon over 100,000 Persians were put to flight by 11,000 men. At the naval battle of Salamis the Greek fleet, although outnumbered seven to one, achieved an overwhelming victory, and Thermopylae 300 Spartans and 700 Thespians, under Leonidas, held the pass for three days against the assaults of 200,000 Persians.

Napoleon, the "conqueror of sabers," as the peripatetic Talleyrand termed him, once remarked that God was always on the side of the strongest artillery, but he tried to realize his mistake. Had any such doctrine as that been universally believed the round-heads of Cromwell, the minute men of Lexington and Concord and the patriots of Maccus and Gomes would never have been heard of, and this it is that with her glorious past in mind, encourages Greece to hope for victory in her struggle with Turkey.—Syracuse Standard.

Tremendous Granite Block.

What is said to be the largest granite block ever transported by railroad is now on its way from the quarries in Barre, Vt., to New Orleans. It is to be part of a monument to be erected in the Metairie cemetery. The stone is fourteen by fourteen by three feet, and weighs 89,000 pounds.—Atlanta Constitution.

Newspapers in Japan.

The number of papers published in Japan during 1885 was 792, and the number of copies printed 244,000,000. Some papers are published in English and Japanese. Most political papers do not succeed, owing to the strict laws and numerous fines.—Atlanta Constitution.

Chalk Is Composed of Fossils.

All chalk is composed of fossils. If you take the thinnest bit and place it under a powerful microscope, you will see an infinite number of extremely diminutive shells, and no spectacle on a large scale is more beautiful than the varied forms of these tiny homes of animal life which are disclosed by powerful glasses.—Atlanta Constitution.

Bird-Cage Thief.

A London thief has been doing a thriving business by providing himself with a hook attached to a line, by which he managed, from the flat roofs, to secure bird-cages, with their inmates, which he sold at a great profit on his investment.—Atlanta Constitution.

MARY FURRIN'S DAY OF TRIUMPH.

All Allen Street Turns Out to Shout Her Praises.

HER FIDELITY REWARDED.

Her Father Was Accused of Arson, but She Saved Him and Kept the Family from Starving.

GIRL TELLS HOW SHE WORKED.

For Five Long Weeks She Toiled for Bread, Helped the Lawyer, Encouraged Her Mother, and Visited Her Father Daily.

All Allen street radiated the happiness of the Furrin family yesterday; all celebrated Mary Furrin's victory.

To the third-story apartment of three small dark rooms, which David Furrin, his wife and seven children occupy, came Thomas, the red-faced; Kasinski, who plays billiards as if he did only that; Markowitz, the pedler, and his wife, Agatha. All came to tell David how glad they were the jury in Brooklyn had acquitted him on the charge of being a freeloader; all could see the expression of joy in his eyes. All the visitors waited for his daughter, Mary, whose passionate, filial fidelity had saved him from a perpetual jail.

Mary was at work, not having time to say "I am glad," and the stairs, the three flights of stairs to the Furrin apartment at No. 158 Allen street, were occupied by young men, old men, women and children, when Mary arrived at 7 o'clock. They shouted in various languages, they extended their hands, they lifted their arms as if they idolized her.

No wonder! Her delicate features, her soft brown hair, her healthy pallor, would make an observer who saw her pass on a fashionable avenue think that she might have been born in a palace.

When Mary entered she threw off her hat and jacket and jumped into her father's arms. His joy then was savage. He had rocked, once by one, his six other children, who have all the colors of eyes from metallic gray to porcelain blue, a symphony of colors of linen, from pure white to white blackened by dirt, dust and soot. He had been nervously patient, he exploded in words and gestures. The mother, tall, thin, pale, features extremely delicate, large blue eyes and thin chestnut



missioner Lyman vetoed the action because it was taken at a special meeting.

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work at her father's trade as a cloakmaker, in the hours when she was not at work at home.

When her father was arrested, she went with him to the District-Attorney's office and sealed his lips with her hand when he was questioned. She followed him and the detectives who led him over the bridge to Brooklyn; into the station house, where he was committed; into the Court House, where he was arraigned first to pleads. Then she applied for a defender, whom Judge Asplund appointed. She aided this defender, Parrot, E. Callahan, with lists of names of persons who knew her father as a good workman.

She served notices and summonses to witnesses. She inflamed her father's lawyer with her enthusiasm. If he faltered in the morning the calm intensity of her gray eyes encouraged him at noon. She ran when the jury was out, and when the verdict was given, she was every minute she had asked for. They did not remain in the jury room more than twenty minutes, in

Alfred Chapin.

MRS. BUCHANAN WINS.

Jury Gives a Verdict for the Full \$50,000

in Her Suit Against Mrs. Foster.

Foster.

The jury in the suit of Mrs. Margaret P. Buchanan against Mrs. Kate M. Foster, to recover \$50,000 for the alienation of the affections of the late Dr. Alexander Buchanan, returned a verdict yesterday for the plaintiff for the full amount.

When the jury retired to their room late on Wednesday afternoon with instructions to bring in a sealed verdict, all twelve of the men were, it appears, in favor not only of vindicting the little Scotch widow, but of giving her every penny she had asked for. They did not remain in the jury room more than twenty minutes, in

Ashley W. Cole.



had told him she would do.

In the five weeks during which Furrin was in prison there was not a visiting day when Mary was not there. She had to earn money, or the family would starve or freeze. Meanwhile she had to be happy, or her mother would fall ill of grief.

"I sobbed aloud," she said last night, "when I was alone."

She had terrible nights, for the way to Raymond street, Brooklyn, from Allen street, New York, is long, dreary and solitary to a woman in the winter nights. She walked the entire distance, and if men spoke to her, as they did often, she trembled and ran.

"I couldn't tell policemen," she said, "they would have said my father was a freeloader. I couldn't ask anybody on Allen street to go with me. I didn't know who was my father's friend and who was not, even when I knew who were to come and testify for him at the trial."

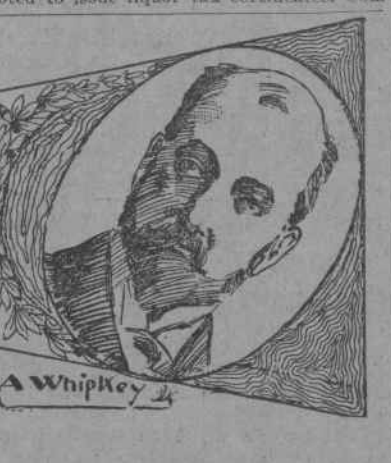
"But all this is in the past," she said, laughingly, joyously, "and we must forget it as quickly as we can. There is so much to be done. There are so many years of happiness to be prepared for, Father, in advance. Think of it!"

CANNOT TAKE SPECIAL ACTION

Local Option Must Be Voted On at Regular Town Meetings.

Albany, March 11.—State Excise Commissioner Lyman announces that it has now been definitely determined that special town meetings cannot be held to vote on local option. The voting must be done at the regular town meetings. The Appellate Court of the Third Department has just decided the question.

A special meeting was held in the town of Edwards in April 1896, at which it was voted to issue liquor tax certificates. Com-



missioner Lyman vetoed the action because it was taken at a special meeting.

The matter has been in the courts ever since, and has just been decided.

MOST REMARKABLE BOOK.

Rejoice in the Title "Libber Passions Doin't Nolla Materia Compositis," and Is None the Worse for It.

The most remarkable book in the world, says a leading exchange, is neither written nor printed. The pages are composed of the finest quality of vellum and out of the substance the letters have been cut with infinite care and trouble with a sharp-pointed knife or scissors. It is interleaved with blue paper and the letters can, therefore, be read as easily as any print. It formerly belonged to the Prince de Ligne and is now in the library of a noble French family. The title of the book is "Libber Passions Doin't Nolla Materia Compositis," in English, "The Book of the Passion of Our Lord Jesus Christ, in Characters, Without Materials or Composition." The matter is a homely probably composed by some monastic preacher of the Middle Ages. A remarkable circumstance connected with this book is the fact that, although it bears the royal arms of England, no mention of it can be found in any English writing. The book is believed to have been made some time between the thirteenth and fourteenth century. In 1640 the Emperor Rudolph offered for it 11,000 ducats, which in the money of our time would equal \$66,000, and the offer was refused.

POLITICAL BEGGARS.

Desire for Obtaining Office Begins With the Highest, and None is Too Low to Wind Up With.

On account of his reputed wealth Vice President Hobart is constantly in receipt of large numbers of begging letters. One petitioner modestly asks for \$8 to procure a set of false teeth, and another woman, who soars far above any such petty petition, asks that she may be supplied with \$10,000 in order to procure for herself a fine musical education. This peculiar brace of mendicants bring to mind the old story of the man who applied to President Van Buren, immediately after his inauguration, for a first-class foreign mission, and who, failing to realize that desire, went downward through every grade of office from Indian Commissioner to department janitor, and being negatived in every application, finally offered to settle his political claim for an old pair of Presidential "pants."—Atlanta Constitution.

Queen Picks Up a Sea Prize.

Queensbury, March 11.—The Cunard steamer Ettrick, from Liverpool March 6, for New York, picked up, on March 7, the German bark Schiffer, from San Nicolas, Dec. 20, 1896. The vessel had been abandoned.

The commander of the Ettrick put a prize crew on board and towed her to this port. The bark has a cargo of 1,900 tons of coal.

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IT WOULD RUIN THEIR BUSINESS.

Eighth Avenue Merchants Before the Railroad Commission.

MUST NOT BE SHUT OUT.

Want the Benefits of the Traction Company's Change of Motive Power.

THEIR PROTEST HANDED IN.

Commission Concludes the Taking of Testimony on the Company's Application, and Will Hear Arguments Next Week.

A deputation of the merchants of Eighth avenue were in the rooms of the Chamber



of Commerce yesterday morning, when the Board of State Railroad Commissioners resumed its hearing on the application of the Metropolitan Street Railway Company for permission to introduce the underground trolley system on many of its lines, among them the Sixth and Eighth and part of the Ninth avenue roads, and the Belt Line.

These merchants fear that as a result of the plan 12 contemplation by the company there will be no improved transit facilities on Eighth avenue below Fifty-ninth street, and that their business will be injured. They had met on the previous day and had formed the Real Estate Owners' and Merchants' Progressive Association, and David Leventritt was chosen to represent the organization before the Commission. He was the first to address the Commissioners. He said the merchants wanted a rapid transit line all along the avenue, and did not like the idea of having the line, with the new system, turned into Sixth avenue at Fifty-ninth street. "What we want," he said, "is a continuous line along Eighth avenue."

"That is the very application we have made," said John M. Scribner, representing the Metropolitan Company.

"Well, we want to have the whole route changed at the same time. We don't want Eighth avenue to get the change of motive power at some future time."

After Robert Miller, the president of the organization, had also protested, Mr. Leventritt presented the following protest, which had been adopted by the association, and which bore the signatures of nearly all the members:

Whereas, It has been called to the notice of the business men and real estate owners on Eighth avenue, who have formed themselves into an association known as the Real Estate Owners' and Merchants' Progressive Association, that it is contemplated by the Metropolitan Street Railway Company to introduce an underground trolley system on Eighth avenue from the upper terminus of the present railroad through to Fifty-ninth street, thence to proceed along Fifty-ninth street east to Sixth avenue, and down Sixth street.

Therefore, we, the undersigned members of the Real Estate Owners' and Merchants' Progressive Association, hereby strenuously protest against the allowance or granting of the application of the Metropolitan Street Railway Company, by which the said company seeks to introduce the said new motive power and trolley system on "Belt" portion of Eighth avenue above Fifty-ninth street, and then turning the same into Fifty-ninth street and down Sixth street, thus ignoring the rights of all persons interested on Eighth avenue below Fifty-ninth street; and we hereby urge that the Metropolitan Street Railway Company be required to introduce at one and the same time a rapid transit line along the entire length of Eighth avenue and Hudson street, including that portion below as well as above Fifty-ninth street, and that the same may be considered as one trolley line system.

Lawyer W. H. Page, Jr., of the firm of Hoadly, Lauterbach & Johnson, who had proposed the application on behalf of the Third Avenue Railroad Company and others, announced that as a result of the testimony of Chief Engineer Tension his principle objection to the application as to the character of the motive power.

On behalf of the opposing property owners on Sixth and Ninth avenues, W. C. Hall said there was a system better than that proposed.

"The open slotted conduit system," he said, "is detrimental to public health. The Board of Health in Washington, where it is in operation, has objected to it."

Mr. Page then offered in evidence the testimony of Chief Engineer Tension, who had proposed the application on behalf of the Third Avenue Railroad Company and others, announced that as a result of the testimony of Chief Engineer Tension his principle objection to the application as to the character of the motive power.

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Said to Be Eckels's Successor.

Charles G. Dawes, of Evanston, Ill., a member of the Republican National Committee, was in New York yesterday and called upon several of the bankers and bank presidents near Wall street. It is reported that Mr. McKimley will appoint him as Comptroller of the Currency upon the expiration of the term of Mr. Eckels. Mr. Dawes is about thirty-two years old, and will, if appointed, be the youngest man ever appointed to fill that important post.



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